

JITNEY REGULATIONS AT WESTERLY

Committee Appointed to Prepare Strict Ordinance—Unusual Catch of Striped Bass—Bicyclist Bumps Into Automobile, Breaking Woman's Teeth—Mrs. Henry P. Stephens Dead.

Striped bass are very scarce in this section, only a few being caught at intervals off the shore of Fishers Island and at lesser intervals off the shore of Block Island. During the past week, however, William Barber and Otis Chapman, seined off Fishers Island in a single haul a school of 18 striped bass, the record catch for a number of years in this section, varying in weight from ten to fifty pounds, the market price being thirteen cents a pound for the larger and thirty-five cents for the smaller fish.

Captain James Barber, brother of William, and a medal of honor man of the Civil war and a life-long fisherman, said this catch was a remarkably good one for these times, but that he had often taken in five tons of striped bass in a single trip. Fifty or sixty years ago, he said, striped bass were caught in the Pawcatuck river in large numbers. These fish used to winter in the river, and he and other fishermen used to catch them from under the ice, but now a striped bass in the Pawcatuck river is as scarce as eels' feet. Captain Barber says there seems to be a scarcity of all fish in season in the vicinity of Block Island there is almost a famine of edible fish and hardly enough are landed to supply the hotel tables. The veteran soldier and fisherman added that there is a mighty big difference in the fishing of fifty or sixty years ago and that for the past ten or fifteen years the fishing is hardly worth while.

At a special meeting of the Westerly town council Saturday evening, a committee was appointed, composed of President William Culley and Town Solicitor Harry B. Agard, to draft an ordinance to regulate the jitney business under authority of a state law, to be in effect September 8. Every driver of a jitney will be required to take out a driver's license at a fee of \$1, and in addition a fee of \$2 will be charged annually for each seat in the jitney. No person under 21 will be granted a license, no car will be allowed to carry above its seating capacity, no jitney will be allowed to stand in one place for more than five minutes at a time in the compact part of the town, and all must be equipped with non-skid tires when there is snow or ice on the ground. No driver will be permitted to solicit passengers, nor smoke tobacco in any form or use intoxicating liquor. The penalty for violation of the ordinance will be \$50.

Milk licenses were granted to Peters Brothers, Inc., for Westport, and to Frederick C. Buffum, and an auctioneer's license to Edward E. Carpenter.

An automobile, bound to Westerly, owned and driven by William L. Hughes, Jr., of Providence, with Mrs. Hughes and their child as passengers, was in collision with Fred Riffenburg of Ashaway. The latter was riding a bicycle, at what is termed Dear Man's curve on the Potter Hill road, near the residence of James Murphy. The collision was of such force that Riffenburg pitched head-first through the windshield and landed in the small automobile with great force, sufficient to break the steering gear and to break some of Mrs. Hughes' teeth and cut and bruise her face. Mr. Hughes and the child were not injured. Mr. Hughes continued to Westerly, where Mrs. Hughes was attended by Dr. Crandall.

Shortly after the collision Dr. Webster happened along and assisted Riffenburg, bringing him to Westerly, and summoning the assistance of Dr. May. Riffenburg is 19 years of age. He received deep lacerations about the head and his side and arms were cut and bruised. Mr. Hughes claims that he sounded his horn before rounding the dangerous curve.

The team to represent the Rhode Island National Guard that will represent the state at the New England competitions at Wakefield, Mass., the first three days in September, has been selected from the forty who competed to places on the team at the state range last week. The makeup of the team, as selected, is as follows: Sergeant Major Mark P. Bancourt, Troop B; Musician David A. Mathewson, Seventh company; Corporal C. C. Preston, Troop B; Sergeant John G. Rancourt, E; Sergeant Major F. C. Lind, C. A. C.; Corporal Oscar Strom, Seventh company; Mechanic Richard Heap, First company; Lieutenant J. R. Littlefield, C. A. C.; Captain J. W. McIntire, Sixteenth company; Captain Henry P. Connors, Fifteenth company; Sergeant H. W. Green, Troop B; and Sergeant Karl Rittman, Eighth company, principals; Lieutenant T. R. Reynolds, Fifteenth company, and Lieutenant T. H. Hammond, Fourth company, alternates.

The officers of the team are: Major

George A. Pompa, captain; Lieutenant H. D. C. Johnson, range officer; Captain David Arnold, staff, C. A. C. spotter; Sergeant J. T. McGowan, Eighth company, coach.

Mrs. Harriet P. Stephens, widow of Henry P. Stephens, who served in the Civil war, died Saturday morning at her home off the Potter Hill road, aged 87. She is survived by two sons, William and Henry, and three daughters, Mrs. Harriet Edward, who resided with her mother, Sophia, wife of Charles Stephens, and Lucretia, wife of William Stephens, of Stonington.

Local Laconics.

Mrs. George T. Hindness of New London is visiting Westerly relatives. Charles C. Graves, of Providence, Rhode Island state auditor, was in Westerly Saturday.

The Ashaway Line and Twine company has completed a large addition to the plant in Ashaway.

Herman E. Crandall of New Britain is the guest of his brother, Colonel Albert N. Crandall, in Elm street.

Mrs. Mary Hubbard of Wakefield is a guest of Mrs. Sarah L. Loveland at her Westport summer residence.

The Clark Thread mill team defeated the Stonington Wanderers at baseball, Saturday afternoon, by a score of 10 to 2.

Between 9 in the morning and 6 in the afternoon, of Friday, as taken by Traffic Officer Curtin, just 2153 vehicles passed the junction of Main and Broad streets.

At the Shennecossett links, Saturday Dr. Louis Tetlow of Westerly won in the golf tournament, by defeating E. Van Vleck, of Essex county, by 8 up and 1 to play.

While the Mystic Woolen company will be obliged to suspend operations on account of the scarcity of dyestuffs, the mill in Hope Valley will continue in operation. This mill is not affected as its products are gray goods, which require no coloring.

Part of a tree fell upon James Carpenter while at work near Burden pond, causing severe injuries to his breast and right arm. Carpenter is colored, 65 years of age, and was taken to his home in Oak street, where he was attended by Dr. Scanlon.

MYSTIC

New Fire Apparatus Meets Every Requirement in Saturday's Tests—Committee and Citizens Satisfied with Purchase.

The American LaFrance fire apparatus ordered by vote of the Mystic fire district, through a committee composed of John Freebance, Conrad Kreitzer and William L. Main, was given a severe try-out Saturday afternoon, and performed all the tests to the full satisfaction of the committee and the people of Mystic who witnessed the tests. In fact, the apparatus developed more than was expected by the strongest advocates of that type of standard fire apparatus. The tests covered a period of five hours and during that time the engine, or motor, was in constant action, as a sort of endurance test.

The first real test, in accordance with the contract, was the pumping, which required a product of 750 gallons a minute and the test was conducted from the wharf in the rear of the burned Gilbert block. These tests resulted as follows, with an average pressure at the engine of 127 pounds: Through a 1 1/2-inch nozzle, 745 gallons of water, which was thrown almost to the opposite bank of the Mystic river; through a 1 3/4-inch nozzle 878 gallons; through a 1 5/8-inch nozzle, 780 gallons. Then came a test with three one-inch streams at 140 pounds pressure and water was pumped at the rate of 800 gallons a minute. Then there was a test, with two streams, through two 1 1/4-inch nozzles, which threw solid streams of water which was delivered at the rate of 970 gallons a minute.

The next test was to drive a stream of water over the people of the Baptist church, located at the summit of Meeting-house hill, which is of about a 17 per cent grade and about 2,000 feet distant from the place where the fire apparatus was located, with suction in the Mystic river. At the outset Demonstrator Bruce stated that the test could be readily accomplished. With 38 men crammed into the apparatus along the street and up the steep graded Meeting-house hill, the signal was given. The water was turned on and the pump was worked slowly and steadily in order to force the water gradually through the long line of hose. Then additional power was added and the stream of water was

shot high up to within four feet of the top of the church spire. Then a section of hose burst. The test was repeated three times and with like result. The committee was satisfied that the machine could more than meet the test, but decided not to risk bursting any more fire hose, as they would probably never again be subjected to such a severe test.

Then the fire apparatus was called from the wharf to the corner of Elm and Burrows street, the highest point of land in the town and where the hydrant water pressure is the very lowest. After the hose was laid from the car, that machine made a quick run, up the Meeting-house hill, as if it were on the level, and on to the hydrant near the Lathrop residence. There was a hydrant pressure of only 15 pounds, but this pressure was increased to 140 pounds and produced 800 gallons of water a minute. This test was witnessed by Mr. Lathrop, of motor boat fame, and he pronounced the demonstration as bordering on the marvelous, as he could hardly obtain running water through the faucets, due to the low pressure.

Then the apparatus, loaded to capacity, was ordered to negotiate Reynolds hill, of even the proper grade of the committee who, by reason of illness was unable to witness the tests. Here connections were made with a hydrant and the pressure increased to such a high degree as to satisfy Mr. Kreitzer that Mystic made no mistake in purchasing an American-LaFrance triple combination car.

After the return from these trips, the apparatus was ordered to the residence of Conrad Kreitzer, a member of the committee who, by reason of illness was unable to witness the tests. Here connections were made with a hydrant and the pressure increased to such a high degree as to satisfy Mr. Kreitzer that Mystic made no mistake in purchasing an American-LaFrance triple combination car.

As a final test the apparatus was ordered to the hydrant in Cottrell street, where the steam fire engine made an unsuccessful test, a few weeks ago, by reason of an alleged insufficiency of water; but this was probably due to the method of pumping, for it was demonstrated by the new apparatus that there was plenty of water at the hydrant and that the pressure could be easily raised so that

eight men were unable to hold the hose pipe as a stream was sent across the Mystic river, as no holding standard was used. Chief Engineer Manning, the committee and the whole people were satisfied with the demonstration. Wilfred Lamphere has been selected as head driver, with eight assistants. Demonstrator Bruce will remain in Mystic until Mr. Lamphere becomes thoroughly familiar with the machine in its minutest details.

STONINGTON

Chief Engineer Edward P. Teed and Assistant Chief Engineer Main were in Mystic Saturday afternoon, and witnessed the demonstration of the American-LaFrance triple combination motor car, and were highly pleased with the surprising and satisfactory results. Chief Teed noted the entire lack of vibration while the engine was at work, which showed the well-balanced machinery, in marked contrast to the demonstration of a pumping machine which he saw in New Haven during the firemen's state convention, which he said did more jumping while at work than did the old Stonington steamer.

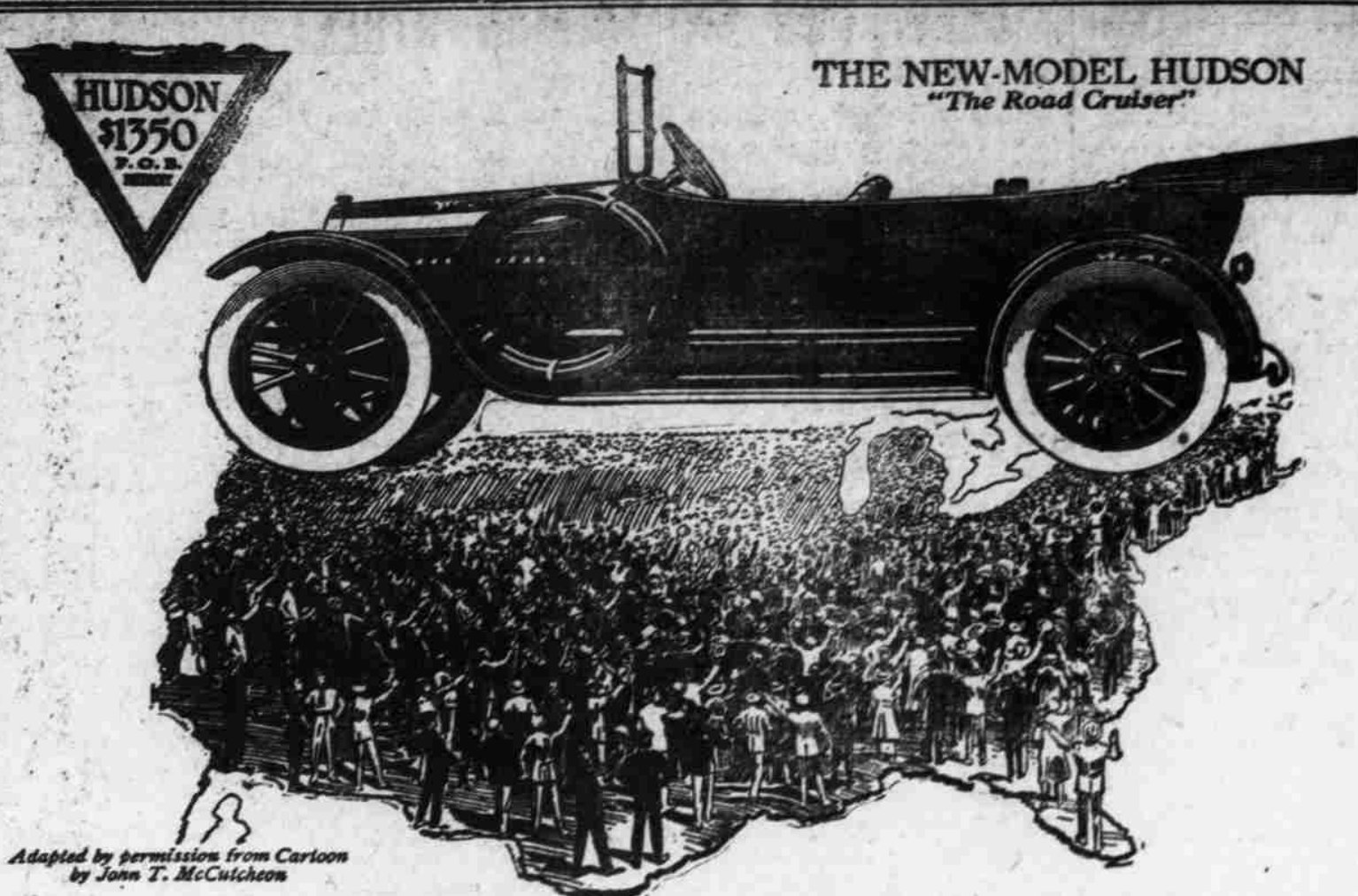
Stonington Pointers. After a visit to his daughter, Mrs. George B. Marston, at the Baptist parsonage, George MacHarg has returned to his home in Albany.

Mr. and Mrs. Fred Cushing, of Fall River, are visiting in the house of Miss Natalie Hazard, of the Anguilla district, assistant librarian of the Westerly library, has returned from her vacation and will resume her duties at the library today (Monday).

Mr. and Mrs. David Shaw, of Springfield, Mass., who have been at The Bungalow, Westport, since Sunday morning, have returned to their home Sunday.

Rev. George B. Marston of the Baptist church, exchanged pulpits with Rev. George Athos of the Groton Heights Baptist church, Sunday morning.

The new Lord's Point bridge is now open to traffic and the new highway to the Point is in first class order. The new chemical and hose wagon



Adapted by permission from Cartoon by John T. McCutcheon

The National Choice Is the Hudson

Opening Sales on the New Model Show a Nation-Wide Landslide

Monday, June 14, was Opening Day for the 1916 HUDSON.

Over 200,000 men that day packed the HUDSON showrooms.

In New York, 155 crowded through and bought during the first five days. In Chicago, 111; Detroit, 53; Springfield, Mass., 24; Des Moines and nearby territory, 84; Milwaukee, 30.

Telegraph reports from 16 cities show 1041 sold up to Tuesday night. The evidence is that more than 2000 were sold and half that number delivered the opening week. Think what that means—two and three-quarter million dollars paid for HUDSONS by individual buyers in one week!

At the HUDSON factory telegrams are coming in in heaps. The tenor of all is, "Ship more cars." Many orders were doubled. Chicago asks for 100 cars weekly. New York is taking cars in express loads. Portland, Me., has already delivered 52. Lincoln, Neb., says, "200 cars way too low."

Smaller cities—even farm communities—sold their cars as fast as unloaded. Fall River, Mass., sold 22 in two days.

Another Avalanche

This wonderful car—this new-type HUDSON—has rarely in 20 months caught up with orders. Yet the output has quadrupled in that time. Our shipments now exceed 100 cars a day since June 1st. We hope to reach a daily production of 125 by the end of the month. The first month's output of the first model was sold before anyone saw it. For one straight year afterward there were constant waiting lists. Last summer, when the price dropped to \$1550, we were 4000 cars oversold.

NEW ATTRACTIONS

Yacht-Line Body
Lustrous Finish
More Room and Luxury
A \$200 Reduction

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Men Have Decided

This amazing crusade shows that these facts are settled:

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Lightness is essential. Any-

thing over 3000 pounds in a 7-passenger Six means excess and crudity.

Quality and refinement must show in every detail, else pride of ownership is lacking.

The price must be minimum—lower by far than any small maker can meet.

Men en masse have decided, as HUDSON sales show, that this car has best met these requirements. It leads so far that it's hard to find a car today to rate as second-best.

51 Refinements

This new model—just out—completes 51 improvements in this price of cars inside of 20 months. The latest are the Yacht-Line body, the Lustrous finish where every coat is baked on; the roomier tonneau, the wider rear seat, the enameled leather upholstery, the leather upholstered edges, the disappearing extra seats. All these improvements despite a \$200 reduction. And that on a car which was already the most popular Six in the world.

Please come and see it while early deliveries are possible. Don't wait too long, for you will not find a car to compare with it. 7-Passenger Phaeton or 3-Passenger Roadster, \$1350, L. O. B. Detroit. New Carlot, \$1650.

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How Lydia E. Pinkham's Vegetable Compound Carried Her Safely Through Change of Life.
Cedar Rapids, Iowa.—"At the Change of Life the doctor said I would have to give up my work and take my bed for some time as there was no help for me but to lie still. I took Lydia E. Pinkham's Vegetable Compound and kept up my work and now I am over the Change and that is all I took. It was better for me than all the doctor's medicines I tried. Many people have no faith in patent medicines, but I know this is good."—Mrs. E. J. Ruckers, 354 8th Avenue, West, Cedar Rapids, Iowa.

Such warning symptoms as sense of suffocation, hot flashes, headaches, back-aches, dizziness, trembling, fainting, sounds in the ears, palpitation of the heart, sparks before the eyes, irregularities, constipation, variable appetite, weakness and inquietude, and dizziness, are promptly heeded by intelligent women who are approaching the period in life when woman's great change may be expected.

Lydia E. Pinkham's Vegetable Compound invigorates and strengthens the female organism and builds up the weakened nervous system. It has carried many women safely through this crisis.

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Norwich.....Lv.	8:55	9:15	2:15	2:45
New London.....	10:25	10:45	3:45	4:20
Watch Hill.....	11:30	12:00	5:10	5:35
Block Island.....Due	1:05	1:30	6:30	6:50
	P. M.	P. M.		

*Daily, except Sundays **Sundays only

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